

Q. H 1989

THE UNITED STATES OF AMERICA, et al.)
 - AGAINST -) A F F I D A V I T
 ARAKI, SADAQ, et al.)

I, WAKAMATSU, Tadakazu, do swear on my conscience that the following is true:

On December 8, 1941 I was the head of the General Affairs Section of the General Staff. I continued as such until December, 1942, when I was appointed head of the Third Section of the General Staff, the functions of which were transportation and communications, and I served as such until October, 1943. During the summer of 1942 the decision to construct the Burma-Siam Railroad was made by the Imperial General Headquarters in response to a request from the Southern Army. There were three purposes for the construction of this railroad, (1) to have overland communication between Siam and Burma, (2) to provide a necessary supply line for the Japanese armies operating in Burma, and (3) the exploitation of tungsten deposits along the route, which were needed in munitions manufacture.

Submarine and air attacks had made water communication very difficult and there were no other means of communication between Siam and Burma. The decision to use prisoner of war labor on this railroad was made by the Chief of Staff, SUGIYAMA; the Minister of War, TOJO; and the Vice-Minister of War KIMURA, (the last named through his official position, though not basically responsible).

I made one inspection of the Burma-Siam area about the end of July or the beginning of August, 1943. I visited Rangoon, Bangkok, and a portion of the railroad from the Siam end. It was during the rainy season and the work was not progressing satisfactorily. I made this inspection because I had been receiving reports from time to time which showed that progress of the work was not satisfactory. The reports also contained information that the physical condition of the prisoners of war working on the railroad was poor, and that the death rate was very high. I had heard that cholera was epidemic and that caused me considerable worry. I observed the laborers at work on the railroad and saw many cases of dysentery and beri-beri amongst them. I also inspected the feeding of the prisoners of war.

and it was not satisfactory, the quantity and quality being below the required standard. I orally reported the results of my inspection to the Chief of Staff, General SUGIYAMA and the Vice Chief of Staff, Major General HATA, in Tokyo, and recommended a two months' extension of the deadline for the completion of the railroad. The original plan of the road had called for completion date as of December, 1943, and during March 1943, orders were given by the Chief of Staff to complete the road over a higher grade, doing away with cuts, which would be less useful but which would result in the road being completed by August, 1943. I recommended, after having taken this trip, that a two months' extension to October be granted. Upon my return to Tokyo, I recommended that Major General ISHIDA, Eiguma be placed in charge of the railway construction outfit, as I considered that he knew railway construction, and was thoroughly familiar with the rear echelon function of supply.

Many deaths of prisoners of war resulted from the building of this road. The causes were epidemic diseases and unfavorable weather. The construction outfit did not have a proper commissary service. There were not enough trucks, and the truck road which was built in April parallel to the railroad, suffered bridge wash-outs and could not be used for some time. It was intended to be used during the rainy season, but this proved to be difficult and prisoners and other workers had a very difficult time as a result. Because there were not enough trucks, it was thought necessary to employ more personnel, and because more personnel were employed, the food situation became more difficult. I recommended to the Commander of the Southern Army that more trucks be used and fewer men.

Sworn to and subscribed before me at Tokyo,

/s/ T. WAKAMATSU
Tadakazu WAKAMATSU

Japan this 31st day of October, 1946.

/s/ Eric W. Fleisher 2nd Lt. AUSMI
Investigator IPS

C E R T I F I C A T E

I, Eric W. Fleisher, hereby certify that I am fully conversant with the Japanese and English languages and that I truly and correctly translated from English into Japanese and from Japanese into English the oath administered to WAKAMATSU, Tadakazu, the nature and purpose of which oath was fully understood by the said affiant.

/s/ Eric W. Fleisher
2nd Lt. AUSMI
Investigator IPS

EXHIBIT 1989

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通商手続裁判所

「アメリカ」合衆國其他諸流不負夫其ノ為

余 若松兵一口雲々ハ良心ニ覺ツテ以下ノ言ガ事實
テアル事ヲ述ベル

一九四一年（昭和十六年）十二月八日、余ハ参謀
本部総務部長テアツタ。余ハ一九四二年（昭和十七
年）十二月、選任及ビ退任ノ任務ヲ當ル實設本部第
三部ノ部長ニ任命セラレルマデ其ノ職ニアツタ。余
ハ一九四三年（昭和十八年）十月マデ第三部長ヲ務
メタ。一九四二年（昭和十七年）ノ夏、大本營ハ南
方軍ノ要請ニヨリ「ビルマ泰緬鐵道」建設ノ決定ヲ
ナシタ。此ノ鐵道ノ建設ニハ三ツノ目的ガアツタ。
即チ（一）、泰緬「ビルマ」間ニ陸上連絡ヲ作ル事、（二）、
「ビルマ」ニ作戦中ノ日本軍ニ必要ナル輸送ヲ具ヘ
ル事、（三）、沿線ニアル軍需品生産ニ必要ナル「タング
ステーン」ノ採床ノ發掘ヲナス事等デアツタ。

陸水艦及ビ航空機ニ依ル攻撃ハ水上交通ヲ非常ニ
困難ナラシメ泰緬「ビルマ」間ニハソレ以外ニハ交
通ノ方法ガナカツタ。此ノ鐵道建設ニ停滯ヲ便役ス
ルト云フ決定ハ杉山參謀總長、東條陸軍大臣、木村
陸軍次官ニヨツテナサレタ。（最後ニアゲタ木村ハ

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2.4

唯莫ノ事務上アアツテ本質圖ニハ責任ハナイ。)

余ハ一九四三年(昭和十八年)七月ノ終リカ八月ノ始メ頃ニ「ビルマ」泰地直ラ視察シタ。余ハ「ラングー」バンコックー及び泰側ノ終點カラ鐵道ノ一部分ヲ臨視シタ。其ノ時ハ雨期デアリ仕事ハ思フ様ニ進捗シテ居ナカッタ。余ガ此ノ視察ヲ爲シタ理由ハ建設事業ガ満足ニ進捗シテ居ナイト云フ報告ヲ時々受ケタカラデアツタ。之等ノ報告ハ又鐵道ニ付イテ居ル付ルノ健康状態ハ極メテ悪ク死亡率ハ非常に高イト報シテ居タ。余ハ「コレラー」ガ流行シテ居ルト雨キ大變ニ心配シタ。余ハ鐵道ニ付イテ居ル労働者達ヲ見テ赤痢ヤ瘧氣患者ヲ其ノ中ニ澤山見出シタ。余ハ又停務ノ食事ヲ検査シタガ其レハ量々質セ必要規準ヨリ低イセノテ満足ノ行クセノテハナカッタ。余ハ口頭ヲ以テ東京ニ居ル參謀總長杉山大將ト參謀次長榮中將ニ余ノ視察ノ結果ヲ報告シ鐵道完成ノ最終日ヲ二ヶ月延期スル事ヲ決メタ。鐵道計畫ノ原案デハ一九四三年(昭和十八年)ノ十二月ニ完成スルコトヲ要求サレテキタガ一九四三年(昭和十八年)三月ニ參謀總長ヨリ掘削ヲ止メテ高イ地均ノ上ニ完成スルヤウニト命令サレタ。之ハ多少不便デハアルガ一九四三年(昭和十八年)ノ八月マデニ完

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3. ★

威出來ルノデアツタ。余ハ此ノ旅行ヲシテ來テ十月
マデノ二月ノ延期ヲ與ヘル事ヲ決メタ。東京ニル
ト余ハ鐵道建設隊ノ指揮官ニ石田少將ヲ推薦シタ。
何故ナラバ余ハ彼ハ鐵道建設、後方補給勤務ニ精通
シテ居ルト考ヘタカラデアル。

此ノ鐵道建設ノ爲多クノ俘虜ガ死ンダ。其ノ原因
ハ流行病ト悪天候デアツタ。建設隊ハ適當ナ兵站機
關ヲ持ツテキナカツタ。貨物自動車ガ不足デアリ又
四月ニ鐵道ニ立行シテ建設サレタ自動車隊ハ編成
ガ押シ流サレタリシテ増ラクノ間使用出來ナカツタ。
其レハ雨期ニ使用サレルハツデアツタガ之ハ困難デ
アル事カリカリ其ノ結果俘虜及他ノ勞務者ハ非常ニ
苦勞シタ。貨物自動車ガ不足デアツタカラヨリ多ク
ノ人員ヲ雇フ事ガ必要ト考ヘラレ、ソシテヨリ多ク
ノ人員ガ雇ハレタ爲ニ食糧事情ハ尙更ニ悪クナツタ。
余ハ南方軍司令官ニヨリ多ク貨物自動車ヲ使用シ人
員ヲ減ラヌ事ニス、メタ。

若 松 只 一

一九四六年（昭和二十一年）本月三十一日日本東
京ニ於テ余ノ面前ニテ宣誓シ署名セリ

ERIC W. FLEISHER
2D LT. AUSMI
INVESTIGATOR. I. P. S

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證 明 書

余 ERIC W FLEISHER、日本語及び英語ニ精通セルコ
ト、茲ニ若松貞一ニ對シテ行ハレタル宣誓ヲ余ガ英
語ヨリ日本語ヘ、又日本語ヨリ英語ヘ眞實且ツ正確
ニ翻譯セル事ヲ茲ニ證明ス。石宣誓ノ性質及目的ハ
該口供者ニヨリ完全ニ理解セラレタルモノトス。

ERIC W FLEISHER
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